

Biennial Report of Supt. Curtis Explains Misunderstood Prison Policy; 2 Years Cost, \$142,000, Half Earned Back

(Salem Bureau of The Journal.)

Salem, Or., Dec. 3 .- Governor West's provisions of the new parole and indeterminate sentence laws, is defined in the biennial report of Superintendent Frank H. Curtis of the state penitentlary. The report covers the two years ending September 30, 1912.

In addition, the report makes clear the operation of the funds, and explains the improvements and work done at the institution. The report says:

"Owing to the extension of our indeterminate sentence and parole law by the last legislature, and its being made applicable not only to all those who might hereafter be convicted of crimes which the maximum punishment was a definite term of years, but also to all prisoners of the same class then serving time, the governor was called 131-3 cents.

"The time will come soon when the upon to release, and within a short time, state will be in need of additional farm a large number of prisoners. Largely lands, and it would be good business to cause of this, and the further fact that the parole law was not fully unbuy today, for it is only a question of time when prices upon the tracts dederstood by the public, the impression got abroad that the prison doors were sired will become almost prohibitive. A tract of about five acres lying just swinging outward for criminals of all east of the prison should be purclasses and without regard to the rights society. There was therefore much chased at this time. It cuts into the injust criticism of a policy founded state's lands, and its occupancy by an undesirable tenant would cause the upon right and justice, and which has come to stay. Prior to the passage of prison authorities no little annoyance. New Industries and Buildings.

this act, prisoners were frequently given their release through the granting of conditional pardons. A conditional parion is similar to a parole, in that it ceps the prisoner under the institution's control until such a time as a full pardon is granted.

Keeping a String on the Convict.

have been constructed. We have made "Before the adoption of our indeterit a point to remove every old dilapiminate sentence and parole laws few dated and useless structure from the releases or discharges from prison were premises, and have thus greatly imdue to executive clemency; nearly all proved the appearance of the institution and grounds. Many new industries have been installed with a view of utilizing were due to expiration of sentences. Today, however, owing to the provisions must secure his release through the pa-

the prisoner, so that he may be drawn cordance with the terms of his parole, as a law abiding and useful citizen.

releases were 270. "Table No. 19 of the clerk's report cost.

shows the record of 160 men paroled from January 1, 1911, to September 30, 1912. Prior to that date the paroles, owing to the narrowness of the old law, were few in number, and no such complets record was, then kept to show the iovenients of these out on parole. The table referred to shows that 1216 per cent of those paroled have been returned for violation of their paroles, or are serving time in other prisons; that an additional 17% per cent have failed to make their reports as called for, and are therefore listed as parole violators. It appears, therefore, that but a small percentage of those paroled failed to make good. Reports to this office show those on parole have carned \$33,696.70

since their release. "We have made mistakes in administering our parole law, but we have also learned many things which will be of help to us in the future and go far, to make the parole system a fixture.

"The average daily population during The railroads of Oregon, led by the this term was 437, which, compared Hill lines, will fight in United States prison policy as carried out under the with the previous two years, shows an increase of 23.

"The escapes during the past biennial will enter suit in federal court immedperiod were 40; the escapes for the preintely to have the law declared invalid vious biennial period, 11. because "impossible of observance."

Monthly Per Capita \$13,67

"The betterment appropriations made by the last legislature, although small, taken together with the balance in the \$100 for each carload shipped in violabettermen fund,' and the amount extion thereof. This violation dates, technically, from 7 p. m., November 5, when the polls closed, pended from the 'revolving fund' made cossible many greatly needed improvements and the installation of a few The contest of the freight rate bill is the first against any measure passed long needed industries. Of the \$142,000 at the last election. The Hill lines are appropriated for general maintenance taking the lead of other roads in profor the years 1911-1912, there remains test because the tariff which was suban unexpended balance of \$11,587.67 to mitted to govern freight carrying on carry us to the first of the year. The the extension to Eugene of the Oregon monthly per capita cost of maintenance has been \$13.67. The per capita cost per day for provisions alone has been but Electric was returned by the railroad commission because it was not in con-

"Many long needed improvements

have been made in and about the main

buildings, barns and outbuildings. Bet-

ter housing facilities for our farm

equipment have been provided and

nodel hog houses and chicken yards

formity with the new law. Damage to Shippers. The tariff submitted to govern rates on the new line is on the same basis as is, and has been, in force on the

Last Election.

Southern Pacific. Technically, all lines that have not conformed their tariffs to the Medford freight rate bill are equally violating the law. The bill was numbered 358-359 on the official ballot affirmative to 44,719 negative. That the damage to shippers and car-

riers would be much greater than a fine of \$100 per car if the new law should be sustained is asserted by Wilbur E. Coman, general freight and passenger agent of the Hill lines in Oregon. The operation of the law, says Mr. Coman, would be revolutionary. Business could not be carried on under it. When it is considered that the fine of \$100 on every car of freight carried on every Oregon line would quickly

the better in contrast. Rate experts do not come forward

Gives Boads' Attitude

DEPOSITS SHOW GHI RAIES MEASURE Rule Impossible of Observance," It is Said; Suit First Against Any Bill Passed at

General Prosperity of Portland and Oregon Indicated by **Reports From Five Financial** Institutions of the City.

Steady increase in deposits and in the resources of the local banks is court the enforcement of the Medford seen in the published bank statements freight rate bill. The Oregon Electric made today on the call of the comptroller of currency for reports on conditions at the close of business November 26.

The present freight tariffs will be Reports from the five national banks continued although under the new law showed on the close of business Novemthe railroads are liable for a fine of ber 26 total deposits of \$35,991,511, as compared to \$35,753,855.59 on September 4, the date of the last call, and \$35,-668,240.12 on December 5, 1911.

Comparison of the figures of last December with the call today shows the resources of the national banks have increased from \$43,940,496.38 to \$45,-395,261.44, a difference of \$1,457,855.06. Cash on hand and exchange Was lightly lower than in September.

The healthy condition of the national banks is reflected in the reports of the state banks, which show satisfactory increases both in resources and deposits over the figures of the last report.

The total deposits in the banks whose names and amount of deposits are ap-pended below, amounted to \$66,952,-189.09 of November 16, according to today's reports, while the cash on hand amounted to \$12,201,287.58, and the reand was adopted by a vote of 55,839 sources combined totaled \$81,488,808.27. Merchants Savings......\$ 645,990.0 Ladd & Tilton Bates First National United States National.... Lumbermens Merchants National Bank of California 4.298 851 candinavian libernia Savings ortland Trust 2,954,731 itizens Bank 7.52,867.81 Hartman amount to a great sum, the hostility of their deposits today are much in excess railroads and shippers is understood of amounts they were compelled to report in, which indicates that the general prosperity is much better than the



NOTABLE GAINS Mrs. Eva G. Guinn "Inexcusably" Waited 3 Years to Sue, Says Court.

WOMAN HER H

LUNG WALL

(Salem Bureau of The Journel.) Salem, Or., Dec. 3 .--- The decision the clouit court for Baker county is affirmed by the supreme court in the case of Eva G. Guinn, appellant, vs. Sumpter yesterday ran it at the request of Chief Valley Railway company, David Eccles

and Grant Geddes. This was a suit in equity for the cancellation of two deeds whereby Mrs. Guinn transferred her home in Baker to the officials of the home in Baker to the officials of the home in baker to keep her husband

Guinn, was an employe of the company. The plaintiff asserts that the con veyances were made solely by reason of fear, coercion and restraint, contrar; to her will, and upon the demand of the defendants, in order to save her husband, who when accused acknowledged

peculations from the company. This suit to set aside the deeds was commenced about three years after the deeds had been given, and the trial

court found that the two conveyances were executed under duress, but held that by reason of the plaintiff's inex-

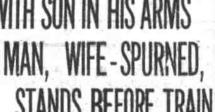
cusable delay in the commencement of the suit for an unreasonable length of time she was guilty of laches and pre-cluded from relief.

In affirming this decision the supreme court declares the plaintiff's long acquiescence in the arrangements was inexcusable.

In the case of the Nevada Ditch com pany, appellant, vs. Pacific Livestock company, appealed from Malheur county, the decision of the lower court is affirmed. This was a suit for \$10,000 damages alleged to have been sustained by the plaintiff corporation and the stockholders who obtained water from the plaintiff's irrigation canal through the unlawful diversion of water by the defendant corporation. The court held that the plaintiff did not properly bring the suit.

The circuit court for Coos county is reversed in the case of Lewis Strong vs. Coos county, appellant. This was an appeal from the judgment of the cir-cuit court sustaining a writ of review and setting aside an order of the county court of Coos denying a petition for

the establishment of a county road. R. E. Baker, appellant, vs. E. F. Seaward; appealed from Malheur county; action to recover \$750; reversed and re



lines crossed on a distinct grade, the interests of all parties demanded that the local company should erect a sub-stantial steel structure intend of the wooden trestle over which they are at-tempting to cross the Southern Pacific tracks. Both lines are built about 13 feet above the street. STEAMS OFF AGAIN

GEORGE S. SHEPHERD

TO BUILD NOAH'S ABK

Special to The Journal F Oregon City, Or., Dec. 3 .-- It is a case

of "off again, on again" with that South-ern Pacific locomotive which was "arrested" yesetrday at the Fifteenth street crossing for obstructing the streets in violation of a city ordinance. Last night the engine was once more on the spot where the Ciackamas Southern wishes to cross the main line of the rival com-

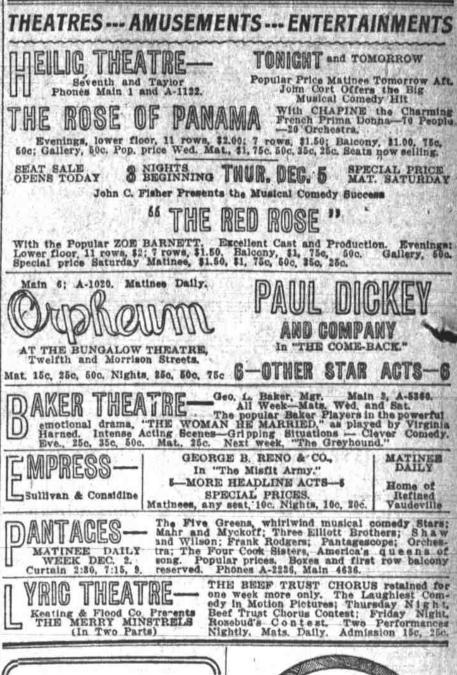
ENGINE BACK ON,

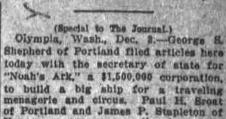
pany. It was there at 9 p. m., but this morning at 8 was back once more on the sidetrack where the arrested train crew

Shaw, who served warrants signed by Vancouver are among the incorpora-

the company. Her husband, Louis A. crossing their line, but that as both

tors. Journal Want Ads bring results.





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tobacco that is equal to any 5c granulated tobacco made-and with each sack you get a book of cigarette papers FREE and